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Chicago Transit's Barnes: Helping to turn the tide

October 13, 1980

RAILWAY AGE

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Inside

LUTHER S. MILLER

CLASSY CLASS YARDS

The classification yard—where it is, where it's going—is the subject of the ninth in our series of special reports on railroad technology (p. 16). For this report, Senior Editor Gus Welty visited the newest and perhaps most sophisticated of the automated yards—Chessie's Queensgate facility at Cincinnati—and Associate Editor Frank Malone revisited CP Rail's Alyth Yard at Calgary, Alta., which early in the '70s had the highest degree of yard automation to be found anywhere in the world.

Gus Welty's story describes in some detail what Chessie has done to deprive Cincinnati of the title bestowed on it a few years ago by a local newspaper: "The most confusing rail center in the world."

Frank Malone, meanwhile, describes what CP Rail is doing at Calgary to ensure that Alyth continues to be the model for yard planners that it has been for nearly a decade.

When he filed his Queensgate story, Gus sent along some personal observations from Cincinnati:

"It's fascinating how many big, medium-size, and small-size things go into a yard job. Big? In order to take maximum main-line advantage of what the yard will do, there was a ctc installation to make. Medium-size? Chessie found a way to use coal cars both ways, delivering coal to Middletown, Ohio, and bringing slag ballast back for the yard. Small? Chessie noted that some roads were having trouble keeping car inspection/repair vehicles in service—the little carts that run up and down the receiving tracks with brake shoes, oiling equipment, and so forth. So Chessie ordered modified military vehicles, which are designed to survive parachute drops from aircraft. They even have loops on the wheel hubs where the drop-hooks would be attached. If these little trucks don't survive, then we'll know for sure that railroading is tougher than war."

THE SEARCH FOR ALTERNATE FUELS (Cont'd.)

Railroads will spend close to $4 billion this year for diesel fuel; only labor will take a bigger single bite out of the revenue dollar. This has led, not surprisingly, to a broadening search for cheaper ways to fuel locomotives.

One of these was described in our Sept. 8 cover story on the work now under way at the Southwest Research Institute in San Antonio, Tex. The question SwRI is pondering is whether today's diesels can be modified to burn something less costly than "pure" diesel fuel—and what this fuel will be.

Electrification is another obvious way to escape the coils of OPEC; where the money is going to come from to pay for any large scale conversion to electric traction is not so obvious. The Federal Railroad Administration has now come up with a rather blurry blueprint for electrifying 26,000 miles of main line at a cost of $20 billion, to be shared by railroads, utilities, and the federal government. This proposal—which smells at least slightly of election-year politicking—is described on page 12.

And then there's American Coal Enterprises, Inc., a newly formed company that thinks there's a still more obvious answer: coal. ACE recently unveiled a detailed blueprint of "an energy efficient, environmentally safe, coal-fired locomotive." Associate Editor John Armstrong describes what it will take to bring the ACE 3000 to prototype, in the story that starts on p. 36.

RAILWAY AGE

October 13, 1980

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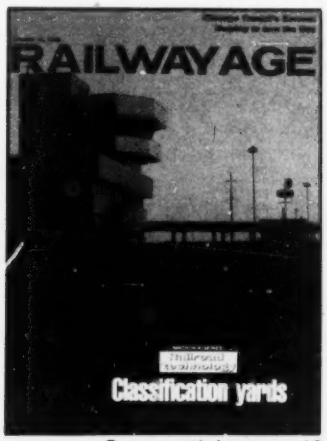

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Promoter Ross E. Rowland, Jr., is trying to raise $25 million to build two prototypes of the ACE 3000, a coal-burning locomotive designed to save one-third of the diesel's fuel bill.

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CTA's new chairman sees public policy turning again toward mass transit, and he's using his political skills—both at the local level and as APTA's vice president for government affairs—to help bring about the change.

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Amtrak's president sees busy, fruitful years ahead for freight and passenger trains—unless the federal government continues to throw "huge sums of money into other modes of transport which are no longer energy efficient."

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COVER: Across-the-hump view of administration building with top-floor control room at Chessie System's new Queensgate Yard, Cincinnati.

REVENUES AND EXPENSES OF RAILWAYS

Second quarter figures of calendar year 1980

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

		Operating revenues				Operating expenses: Way & structures			Operating expenses: Equipment			Operating expenses: Total		Operating ratio		Income after fixed charges		Net Ry. operating income	Net income	
		Freight	Other	Total 1980	Total 1979	Total 1980	Total 1979	Deprec.	Total 1980	Total 1979	Deprec.	Total 1980	Total 1979	1980	1979	1980	1979		1980	1979
Amtrak	3 mos.	–	278,303	278,303*	252,578*	16,096	16,745	966	84,290	67,292	13,176	284,706	246,320	102.30	97.52	(15,652)	(2,113)	(6,402)	(15,652)	(2,113)
	6 mos.	–	534,780	534,780*	480,665*	32,589	33,258	1,337	166,027	129,664	25,901	550,017	479,435	102.84	99.74	(31,329)	(14,916)	(15,236)	(31,329)	(14,916)
Atchison, Topeka & Santa Fe	3 mos.	518,668	11,587	530,255	461,455	99,014	81,252	3,217	114,434	95,482	19,611	496,588	408,865	93.65	88.60	27,498	50,820	28,620	22,201	38,696
	6 mos.	1,017,495	24,176	1,041,672	866,129	178,630	148,967	6,359	229,068	186,202	38,524	976,370	783,610	93.73	90.47	54,149	77,688	54,239	42,584	61,259
Baltimore & Ohio	3 mos.	230,576	8,738	239,314	251,881	53,307	44,155	1,706	52,359	59,561	6,798	226,798	224,646	94.77	89.18	11,139	23,265	15,675	14,108	18,860
	6 mos.	453,543	17,920	471,464	452,435	85,707	72,771	3,391	110,293	110,222	13,701	443,415	419,210	94.05	92.65	23,315	29,269	27,849	22,739	24,088
Bessemer & Lake Erie	3 mos.	29,070	3,734	32,804	33,427	4,014	3,082	676	4,320	6,177	1,201	19,784	20,037	60.31	59.94	13,928	13,366	6,460	7,370	6,886
	6 mos.	46,324	5,583	51,907	52,062	8,236	5,723	1,366	9,272	10,374	2,351	40,079	36,894	77.21	70.86	14,097	15,651	5,478	7,749	8,122
Boston & Maine	3 mos.	26,820	2,261	29,081	28,394	5,148	5,097	276	6,783	7,110	603	27,839	26,759	95.72	94.24	1,664	2,140	1,301	(1,260)	(1,064)
	6 mos.	53,165	3,860	57,025	53,547	10,212	9,902	551	14,574	14,860	1,206	56,495	52,855	99.07	98.70	1,536	1,479	649	(3,987)	(2,285)
Burlington Northern	3 mos.	670,243	20,893	691,136	620,980	150,536	124,699	5,265	151,473	138,601	16,288	657,267	563,163	95.09	90.68	40,733	67,573	34,692	41,547	68,626
	6 mos.	1,325,075	45,928	1,371,003	1,115,208	244,884	207,444	10,479	295,504	260,466	32,799	1,258,586	1,041,107	91.80	93.35	136,732	99,448	93,707	117,992	109,018
Chesapeake & Ohio	3 mos.	243,536	13,431	256,967	211,050	49,767	38,741	1,434	50,816	44,341	3,693	217,478	187,926	84.63	89.04	56,330	42,009	26,315	43,118	38,885
	6 mos.	442,377	22,178	464,555	382,684	81,007	64,417	2,923	101,442	90,837	6,965	410,805	359,522	88.42	93.94	83,194	49,523	34,817	64,164	45,970
Chicago & North Western	3 mos.	194,316	23,099	217,415	186,436	50,526	35,618	916	56,174	50,574	4,542	221,600	181,779	101.92	97.50	(11,134)	(176,372)	(3,022)	(11,170)	237
	6 mos.	387,137	44,317	431,454	340,672	87,941	73,597	1,820	111,055	105,371	9,045	431,682	368,977	100.05	108.30	(9,211)	(38,004)	932	(9,285)	(37,177)
Chicago, Milwaukee, St. Paul & Pac.	3 mos.	73,485	12,449	85,934	116,887	108,516	23,730	373	35,174	42,193	4,687	204,233	137,985	237.66	118.05	(61,238)	(15,172)	(118,687)	(79,526)	(15,172)
	6 mos.	166,803	25,580	192,383	210,427	151,470	43,997	1,414	78,309	90,975	9,647	367,957	277,497	191.26	131.87	(99,724)	(59,053)	(175,922)	(120,372)	(59,053)
Clinchfield	3 mos.	23,566	308	23,873	15,577	3,879	3,356	107	3,670	3,187	923	16,464	13,316	68.96	85.48	5	96	7,930	–	–
	6 mos.	42,656	624	43,279	30,351	7,366	7,093	214	6,681	6,755	1,842	31,369	27,201	74.47	89.62	5	171	12,877	–	–
Colorado & Southern	3 mos.	30,556	541	31,096	21,557	6,093	5,393	59	6,377	4,773	712	29,559	22,210	95.05	103.02	5,773	1,846	1,295	5,531	2,689
	6 mos.	59,301	1,394	60,695	40,987	10,696	8,878	117	13,732	9,821	1,420	56,450	39,307	93.00	95.90	13,095	8,906	5,360	14,210	10,086
Conrail	3 mos.	791,132	155,401	946,533	994,586	211,131	232,377	3,202	271,097	271,992	22,785	1,054,147	1,068,140	111.36	107.39	(114,719)	(67,987)	(107,011)	(114,252)	(67,503)
	6 mos.	1,593,925	318,544	1,912,469	1,853,436	358,450	397,360	6,321	551,101	553,531	45,049	2,098,991	2,064,629	109.75	111.39	(194,586)	(204,887)	(184,912)	(193,271)	(204,007)
Delaware & Hudson	3 mos.	29,551	425	29,976	24,755	4,906	4,394	154	8,559	8,115	339	29,848	26,418	99.57	106.71	(307)	(1,937)	130	(307)	(1,937)
	6 mos.	57,609	1,039	58,648	47,636	9,200	8,278	308	17,373	15,695	743	59,252	50,820	101.02	106.68	(1,907)	(4,214)	607	(1,907)	(4,214)
Denver & Rio Grande Western	3 mos.	65,589	1,691	67,280	68,249	11,831	12,438	604	10,190	10,473	2,888	58,540	54,867	87.00	80.39	7,261	13,466	6,154	4,639	8,293
	6 mos.	133,133	2,949	136,082	124,497	23,262	23,263	1,204	21,609	19,969	5,659	118,349	103,298	86.96	82.97	15,019	21,727	12,588	9,803	13,934
Detroit, Toledo & Ironton	3 mos.	17,205	855	18,060	21,879	3,051	4,083	174	5,949	5,793	467	19,857	20,313	109.94	92.84	(2,078)	1,504	(1,566)	(1,860)	1,504
	6 mos.	36,598	2,028	38,626	44,064	5,411	6,590	349	11,813	11,407	938	39,414	39,013	102.03	88.53	(1,195)	4,872	(546)	(977)	4,872
Duluth, Missabe & Iron Range	3 mos.	43,413	1,884	45,297	25,999	13,011	6,102	1,891	3,217	2,836	1,370	35,688	18,342	78.78	70.54	11,547	7,925	4,211	6,144	3,861
	6 mos.	58,585	2,332	60,917	42,267	19,234	10,776	2,957	3,076	5,621	2,052	50,870	35,706	83.50	84.47	12,988	7,197	4,143	7,052	3,241
Elgin, Joliet & Eastern	3 mos.	18,995	10,831	29,826	40,945	4,020	3,623	183	4,150	5,734	1,038	26,300	27,606	88.18	67.42	6,060	14,601	742	3,277	7,780
	6 mos.	37,546	23,538	61,084	76,666	7,395	7,724	361	9,260	12,358	2,095	52,538	56,787	86.00	74.07	13,214	22,214	2,483	7,151	11,809
Florida East Coast	3 mos.	22,322	677	22,999	18,431	4,334	4,001	231	3,758	2,300	1,035	16,905	14,457	73.50	78.44	8,053	26,635	3,531	5,491	18,871
	6 mos.	44,457	1,428	45,885	37,408	9,125	7,996	453	7,234	5,011	2,010	34,410	28,855	74.99	77.13	14,233	32,410	6,527	9,285	22,796
Ft. Worth & Denver	3 mos.	34,976	696	35,672	22,482	5,821	3,195	71	9,203	6,455	132	31,479	19,285	88.24	85.78	3,916	3,103	2,782	2,505	2,350
	6 mos.	65,391	1,578	66,969	43,195	10,363	5,586	139	16,136	11,040	264	55,678	34,448	83.14	79.74	10,986	8,815	7,262	6,957	7,249
Grand Truck Western	3 mos.	43,434	3,202	46,636	58,358	7,548	7,550	418	8,932	15,340	1,356	47,406	53,394	101.65	91.49	(816)	5,670	857	807	5,670
	6 mos.	92,878	7,171	100,049	107,980	12,886	13,204	827	22,711	30,703	2,667	99,799	105,484	99.75	97.68	793	3,442	1,874	2,416	3,442

Illinois Central Gulf	3 mos.	214,622	19,889	234,511	215,601	49,757	41,050	1,666	63,296	56,827	7,193	244,373	213,736	104.20	99.13	(17,529)	16,497	(7,884)	(16,139)	16,028
	6 mos.	443,947	39,244	483,191	399,268	87,044	74,640	3,340	128,323	115,720	14,223	479,971	415,127	99.33	103.97	(11,129)	7,518	4,813	(10,684)	(8,359)
Kansas City Southern	**3 mos.**	**62,956**	**3,636**	**66,591**	**52,393**	**12,742**	**11,084**	**539**	**16,693**	**11,908**	**3,477**	**59,064**	**46,316**	**88.69**	**88.40**	**7,311**	**5,874**	**5,677**	**5,423**	**4,787**
	6 mos.	**125,453**	**8,127**	**133,580**	**102,644**	**23,568**	**20,295**	**1,165**	**31,901**	**23,415**	**6,690**	**116,331**	**91,180**	**87.08**	**88.83**	**16,657**	**10,909**	**12,932**	**12,269**	**9,026**
Long Island	3 mos.	87,321	5,589	92,910	75,777	19,057	20,837	859	17,805	18,077	1,333	93,588	93,995	100.73	110.84	(1,005)	(8,549)	412	(1,005)	(8,549)
	6 mos.	10,550	166,786	177,336	146,131	36,661	38,031	1,698	37,215	35,442	2,636	182,942	161,671	103.16	110.83	(6,132)	(16,053)	(3,446)	(6,132)	(16,053)
Louisville & Nashville	**3 mos.**	**254,444**	**6,515**	**260,959**	**243,260**	**45,839**	**41,630**	**1,613**	**59,534**	**60,744**	**9,577**	**244,285**	**225,343**	**93.61**	**92.63**	**10,689**	**10,080**	**17,144**	**9,908**	**8,939**
	6 mos.	**510,820**	**13,895**	**524,716**	**464,313**	**87,145**	**78,943**	**3,049**	**126,622**	**124,743**	**18,836**	**497,933**	**446,103**	**94.89**	**96.07**	**17,243**	**(720)**	**27,792**	**15,992**	**(2,026)**
Missouri-Kansas-Texas	3 mos.	50,535	2,608	53,143	38,587	8,776	7,597	192	15,567	12,048	644	49,888	39,641	93.87	102.73	1,150	(2,544)	3,399	1,150	206
	6 mos.	97,470	5,533	103,003	75,097	15,116	15,436	468	30,576	22,057	1,383	96,925	76,534	94.09	101.91	2,394	(4,552)	6,724	2,894	(367)
Missouri Pacific	**3 mos.**	**403,915**	**12,186**	**416,101**	**355,747**	**64,549**	**60,454**	**2,436**	**92,270**	**79,467**	**15,185**	**360,432**	**306,685**	**86.62**	**86.20**	**48,727**	**43,402**	**43,755**	**34,423**	**30,843**
	6 mos.	**790,247**	**24,864**	**814,911**	**679,902**	**111,109**	**110,933**	**4,864**	**186,746**	**155,993**	**29,694**	**708,973**	**590,901**	**87.00**	**86.90**	**91,025**	**76,289**	**83,312**	**63,649**	**53,296**
Norfolk & Western	3 mos	388,026	13,506	401,532	373,734	74,185	59,900	3,301	68,708	67,359	13,367	313,576	290,070	78.09	77.61	97,640	88,614	50,440	59,000	54,605
	6 mos	743,156	25,518	768,674	697,663	122,905	100,554	6,581	141,780	125,864	26,669	609,942	545,515	79.34	78.19	175,720	159,154	92,791	107,384	101,174
Pittsburgh & Lake Erie	**3 mos.**	**21,400**	**1,176**	**22,566**	**19,961**	**3,297**	**2,865**	**7**	**1,449**	**2,210**	**503**	**13,958**	**15,260**	**70.71**	**76.44**	**3,225**	**4,231**	**5,987**	**2,598**	**2,932**
	6 mos.	**38,739**	**2,747**	**41,486**	**35,222**	**6,086**	**5,525**	**39**	**2,539**	**4,794**	**961**	**30,494**	**29,791**	**73.50**	**84.58**	**4,495**	**4,922**	**9,967**	**3,461**	**3,729**
St. Louis-San Francisco	3 mos	121,417	3,775	125,191	111,133	21,174	19,970	876	28,574	23,727	3,519	113,835	100,393	90.92	90.33	8,619	7,269	9,655	6,558	5,831
	6 mos	246,384	7,806	254,191	212,259	41,562	36,398	1,752	57,071	48,087	7,030	228,617	194,668	89.93	91.71	19,804	10,210	21,492	15,005	7,970
St. Louis Southwestern	**3 mos.**	**72,124**	**367**	**72,491**	**68,049**	**13,313**	**10,803**	**358**	**13,637**	**11,925**	**6,078**	**69,483**	**56,029**	**95.85**	**82.33**	**2,357**	**13,610**	**1,978**	**1,327**	**12,531**
	6 mos.	**139,319**	**1,228**	**140,547**	**130,210**	**22,299**	**20,859**	**710**	**22,864**	**21,453**	**12,232**	**126,047**	**105,358**	**89.68**	**80.91**	**12,396**	**27,077**	**10,927**	**8,821**	**25,576**
Seaboard Coast Line	3 mos	289,954	10,054	300,009	258,338	50,712	45,737	2,170	71,586	60,927	8,707	275,009	232,624	91.66	90.04	45,753	36,397	22,845	43,510	37,185
	6 mos	582,606	19,564	602,180	505,239	98,757	87,398	4,399	141,552	118,926	17,294	548,642	452,199	91.10	89.50	86,640	56,878	49,113	82,037	57,595
Soo Line	**3 mos.**	**69,631**	**1,513**	**71,143**	**59,946**	**18,255**	**14,179**	**322**	**14,481**	**14,839**	**2,035**	**65,849**	**61,107**	**92.55**	**87.36**	**5,841**	**8,708**	**3,874**	**4,157**	**5,664**
	6 mos.	**148,214**	**3,104**	**151,318**	**128,417**	**28,317**	**23,624**	**643**	**30,405**	**28,608**	**3,995**	**129,254**	**116,273**	**85.41**	**90.54**	**22,612**	**12,667**	**15,129**	**15,144**	**7,829**
Southern	3 mos.	401,345	9,700	411,045	366,164	68,964	70,066	4,579	73,529	65,564	17,253	332,125	293,944	80.80	80.27	70,634	65,258	58,829	49,343	50,758
	6 mos.	792,039	19,992	812,031	703,876	133,358	131,088	9,777	147,148	129,992	35,552	657,520	570,555	80.97	81.05	145,391	114,058	112,090	100,557	86,594
Southern Pacific	**3 mos.**	**487,535**	**13,628**	**501,163**	**406,481**	**63,047**	**70,628**	**4,876**	**133,583**	**131,292**	**20,385**	**493,831**	**458,032**	**98.53**	**92.25**	**3,728**	**43,422**	**5,120**	**1,316**	**37,967**
	6 mos.	**968,619**	**29,970**	**998,589**	**938,260**	**125,670**	**138,671**	**9,668**	**266,012**	**251,348**	**39,959**	**996,129**	**882,601**	**99.75**	**94.06**	**(5,721)**	**65,945**	**3,392**	**(5,371)**	**60,008**
Union Pacific	3 mos	474,639	7,093	481,732	439,049	79,952	79,314	2,643	95,949	78,757	23,524	427,581	371,879	88.75	84.70	41,924	57,691	43,376	31,090	42,116
	6 mos	942,890	16,324	959,214	839,891	157,487	136,976	5,386	188,718	157,276	46,029	845,456	707,275	88.14	84.21	89,891	114,354	90,404	66,513	81,150
Western Maryland	**3 mos.**	**24,263**	**715**	**24,978**	**20,555**	**5,752**	**3,580**	**179**	**2,564**	**2,386**	**1,331**	**19,265**	**15,725**	**77.12**	**76.50**	**6,640**	**4,475**	**3,388**	**4,305**	**3,397**
	6 mos.	**42,415**	**2,108**	**44,523**	**37,506**	**9,804**	**6,345**	**323**	**6,345**	**5,969**	**2,439**	**38,078**	**30,787**	**85.52**	**81.91**	**7,668**	**7,030**	**3,644**	**4,850**	**5,136**
Western Pacific	3 mos	42,055	647	42,702	42,208	6,081	5,691	88	11,874	11,191	1,679	46,241	41,484	108.28	98.28	(1,679)	1,056	(3,276)	1,465	890
	6 mos.	84,364	1,320	85,683	78,794	11,106	10,982	174	21,566	19,818	3,381	88,185	76,963	102.92	97.67	(863)	1,694	(2,356)	(815)	890

* Includes subsidies

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Market

CARLOADINGS

Loadings of revenue freight in the week ended Sept. 20 totaled 452,035 cars, according to the Association of American Railroads. This was a decrease of 32,594 cars, or 6.7%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Sept. 20 are estimated at 17.9 billion, a decrease of 2.4% below the corresponding week of 1979.

REVENUE FREIGHT CARLOADINGS

Commodity	Sept. 20 week	Sept. 13 week
Grain	33,181	33,309
Farm products	4,259	3,927
Metallic ores	28,265	26,906
Coal	119,225	120,125
Crushed stone, gravel & sand	15,619	15,274
Nonmetallic minerals	16,262	17,175
Grain mill products	17,524	18,014
Food and kindred products	18,747	18,789
Primary forest products	19,025	20,217
Lumber & wood products (except furniture)	9,322	8,861
Pulp, paper & allied products	20,647	20,580
Chemicals & allied products	26,734	26,411
Petroleum products	5,588	6,106
Stone, clay & glass products	16,008	16,867
Coke	4,308	3,687
Metals & products	14,851	14,127
Motor vehicles & equipment	16,934	16,163
Waste & scrap materials	12,475	12,283
Forwarder & shipping assn. traffic	11,075	10,642
All other carloads	41,722	42,127
LCL traffic	264	248
Total cars loaded	**452,035**	**451,838**
Cumulative total 38 weeks	1980 **16,492,259**	1979 **17,419,615**
Estimated revenue ton-miles (billions), 38 weeks	**665.4**	**658.1**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Sept. 13 totaled 32,262 cars (8.7% below the corresponding holiday week of 1979) and 58,405 trailers or containers (down 5.1% from 1979). Cumulative volume for the first 37 weeks of 1980 is 1,179,907 cars (down 10.6% from 1979) and 2,149,276 trailers or containers (down 7.7% from 1979).

- *Amtrak.*—Directors authorized expenditure of $54 million over the next 10 years to expand and modernize Amtrak's reservations system. The money will be used to install new computers, lease a new telecommunications system, and modernize central reservations offices in New York, Philadelphia, Chicago, Los Angeles, and Jacksonville.

- *Chicago & North Western.*—Ordered 500 100-ton covered hopper cars for grain and grain-products service from FMC at a cost of more than $20 million, with deliveries scheduled to begin in mid-November. C&NW has also asked for bids on 750 to 800 covered hopper cars for 1981 delivery.

- *Louisville & Nashville.*—Will acquire more than 5,000 coal hopper cars to be built at Chesapeake & Ohio's Raceland, Ky., car shop during the first three years following merger of the Chessie System and Seaboard Coast Line Industries into the CSX Corp. That merger was approved by the ICC late in September. Construction of the L&N cars at Raceland will result in "a considerable savings compared to the cost if purchased from outside carbuilders," said a joint Chessie-Seaboard announcement.

- *Milwaukee Road.*—Will lease 725 new 100-ton covered hopper cars for grain service, 225 cars on a long-term lease and 500 under two short-term leases. Lessors involved are Brae Corp., Xtra, and Rex.

- *New Jersey Department of Transportation.*—Delivery of 57 push-pull cars ordered from Bombardier, a Canadian firm, is scheduled to take place between December 1981 and early-spring 1982. Included in the $43-million order are 44 trailer cars and 13 cab control cars. Bombardier is currently evaluating several sites in the U.S. for opening a new plant.

- *New York Metropolitan Transportation Authority.*—Awarded a $177,978 contract to Data Communications, Inc., a consulting engineering firm, to examine ways of improving the heating and air conditioning systems on equipment used on the Long Island Rail Road and on Conrail's Harlem, Hudson, and New Haven lines.

- *Southern Pacific.*—Awarded a $2.4-million contract to GTE Telecommunications System for supply and installation of two digital, computer-controlled telephone systems. A GTD-4600 private automatic branch exchange will be installed at SP's corporate headquarters in San Francisco. Some 2,000 extensions will be linked to the system, which also will serve as a switching center to provide easy dial access to all SP facilities. A GTD-1000 PABX, serving 500 extensions, will be installed in Oakland. Installation of both systems is to be completed early in 1981.